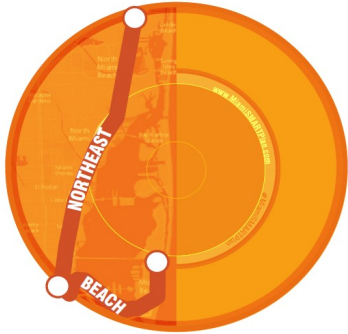




# BEACH CORRIDOR

## LAND USE SCENARIO & VISIONING PLANNING

### PROJECT GOALS



- 

The goal of the Land Use Scenario and Visioning Planning Study is to integrate transportation and land use planning to maximize the effectiveness of transit investments in the corridor.
- 

The purpose of the SMART Plan is to Provide mobility options for Miami-Dade County residents and visitors and promote economic competitiveness by investing in the County's transportation infrastructure while protecting the environment and maximizing the efficiency of the existing transportation system.



#### Data Gathering

- Identified stakeholders and key participants
- Coordinated work with other related projects
- Compiled and reviewed related studies
- Reviewed best practices used nationwide
- Reviewed data from TPO and partner agencies



#### Public Outreach

- Created a Study Advisory Committee (SAC) with public and private stakeholders, and representatives from each municipality that met five (5) times during the process, providing invaluable guidance to the project.
- Two Planning Charrette were held in February 2018 providing convenient opportunities for the community to participate. During these sessions, participants created a land use vision for the corridor.



#### Land Use Strategies

- Developed a vision for the Miami Beach Corridor
- Utilized and refined the results of the scenario planning efforts
- Assessed possible scenarios as a result of a detailed scenario development, evaluation, and selection process where the land use supports the LPA
- Developed a series of station area plans
- Identified possible constraints



#### Scenario Building

- Created a scenario development framework to support vision and ridership demand
- Tested and evaluated scenarios
- Identified need for potential Comprehensive Plan changes
- Prepared an assortment of visualization products to enhance and communicate results

**These steps help the TPO in studying the relationship between transit and land use**

### Why We Are Here—SMART Plan Purpose

Land Use integrated around transit is important:

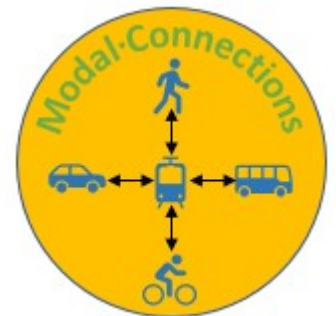
- **From a functional and feasible perspective**

TPO is studying land use for ALL six SMART Plan corridors:

- **To support the County's Transit Vision**

Because:

- **It is vital to our quality of life**



First/Last Mile Connections:

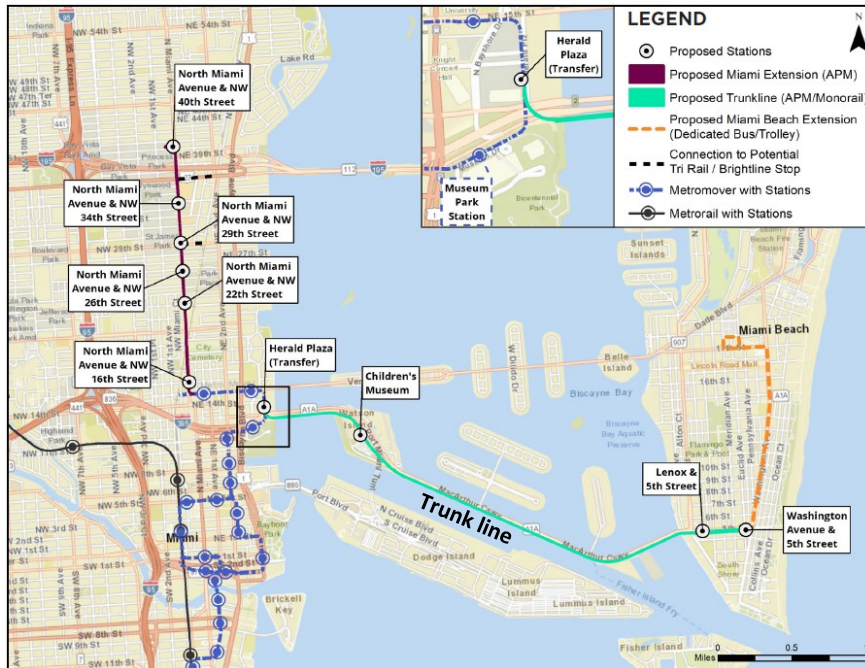
- Extend the range of Transit Supportive Areas
- Facilitate access in the Transit Core
- Facilitate mobility in Transit Neighborhoods

# BEACH CORRIDOR

## LAND USE SCENARIO & VISIONING PLANNING

### Miami Beach Corridor Station Areas

The limits for the Beach Corridor are from Midtown Miami (at or near NE 41 Street and North Miami Avenue) to the Miami Beach Convention Center. The municipalities within the corridor are Miami and Miami Beach. The Project Development and Environmental (PD&E) study for the Beach Corridor was conducted by the DTPW; and the Locally Preferred Alternative (LPA) was endorsed by the Miami-Dade TPO Governing in January 30, 2020. The study limits, preferred transit modes, and alignment as defined in the PD&E study are shown in the figure below.



The proposed stations that are the basis of the population, employment and ridership projections shown here are:

**Midtown/Design District:** Along North Miami Avenue and near

- NW 16 Street
- NW 22 Street
- NW 26 Street
- NW 29 Street
- NW 34 Street
- NW 40 Street

**Downtown Miami and Trunkline:**


- Herald Plaza
- Children's Museum
- 5 Street and Lenox Avenue
- 5 Street and Washington Avenue

**Miami Beach:** Along Washington Avenue ending at the Miami Beach Convention Center


The **Preferred Land Use Scenario** for the Beach Corridor is the result of scenario development, evaluation, and selection process.


#### Preferred Scenario (PS) Socioeconomic Data Summary

Projected Population:

 **192,200** (2040) to **218,700** (PS)  
An increase of **26,500** in population or **13 %** higher than in 2040

Projected Employment:

 **153,000** (2040) to **168,000** (PS)  
An increase of **15,000** jobs or approximately **10%** higher than in 2040

 Projected 2040 and Preferred Scenario Average Weekday Corridor Boardings along the Trunkline segment:

**26,300— 30,000**  
**14%** increase in total boardings with Preferred Land Use Scenario

**LOCALLY PREFERRED ALTERNATIVE TECHNOLOGY**

**Metromover—Elevated Rubber Tire—Bus/Trolley**

**(Design District)      (Trunkline)      (Miami Beach)**

The Charrette series identified the below three types of Urban Centers suitable for development around the proposed stations:



➔ **Downtown MiamiCentral Station**

➔ **Midtown/Design District at NE 36th Street**

➔ **Wynwood/ Edgewater at NE 29 Street**  
➔ **Miami Beach**